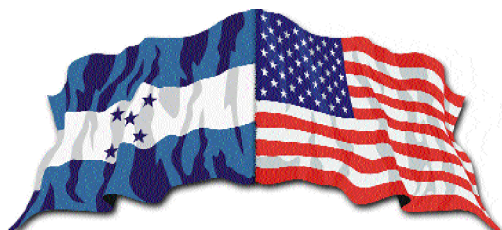


# The IGUANA

Volume 15, No. 4



February 21, 2003

## Fire Dawgs, Comayagua firefighters team up, fight fire

Story and photos by 1st Lt. Carla Pampe  
Public Affairs Director

Members of Joint Task Force Bravo's 612th Air Base Squadron Fire Protection Flight teamed up with firefighters from the nearby town of Comayagua, Honduras, Feb. 6 to fight a wild land fire just outside the gates here.

Just before noon, Joint Task Force Bravo received a request for assistance to fight an out-of-control wild land fire threatening a soft drink bottling plant, and later a chemical production plant, adjacent to the base, said Senior Master Sgt. Gerrodd Stevenson, Soto Cano Fire Dept. chief.

There is a mutual aid agreement between the task force and Comayagua fire departments which allows both departments to assist each other in times of major fire emergencies, he said.

"We will provide assistance as long as our response doesn't impact fire protection capability for JTF-B," Stevenson said. "Once we receive a request for assistance, the fire chief makes a recommendation to the Air Force Forces commander on what assets should respond and a decision to respond is made by the AFFOR commander and the JTF-B commander," Stevenson said.

Once the go-ahead was given by the task force commander, the Fire Dawgs responded with two 2,000-gallon water tankers, one brush truck and a command-and-control element - a total of 11 firefighters. Lt. Col. Thomas Dean, AFFOR commander, and Maj. James Page, base civil engineer, also responded to monitor the situation.

After about three and a half hours, the majority of the blaze was extinguished, and the firefighters set about putting out the remaining hot spots.

"The superior efforts [of both fire departments] and outstanding teamwork alleviated a possible disaster," said Page. "The teamwork is what really amazed me. Our fire chief, their plant manager, and Comayagua's leader did a phenomenal job coordinating offensive and defensive movements depending on the situation."

"Fighting a wild land fire like this is very challenging because just when you think you have it whipped, the wind shifts or the fire jumps and now you have to scramble to get the advantage again," Page added. "It's like playing in a chess match, for your every move, your opponent also has one, and then you counter. I believe one of the most important reasons for this success is the joint training our fire department does with many others around Honduras. I'm extremely proud of everyone's efforts yesterday, and especially Chief Stevenson."

Members of the 612th Air Base Squadron Fire Protection Flight have helped local fire departments on a number of occasions.

"The majority of our calls are for assistance controlling/extinguishing wild land fires which occur during the February to May timeframe however, we also receive calls for medical assistance and automobile accidents throughout the year," Stevenson said. "We provide assistance for hazardous materials mitigation, medical emergencies (we have 10 emergency medical technicians), automobile/traffic accidents (patient stabilization, patient extrication using Jaws of Life and

other extrication equipment), and we provide firefighters and equipment to fight structural and wild land fires."

Stevenson said this kind of mutual support and cooperation is important for a number of reasons.

"Mutual aid agreements are a standard practice in the fire service. These agreements help each fire service organization augment their response capability during periods of austere manning, equipment shortfalls and catastrophic incidents. Also, it is a good public relations tool," he said. "We have an outstanding working relationship not only with the city of Comayagua but also with the Tegucigalpa Airport Fire Department."

"Since our primary mission here is aircraft fire protection we conduct periodic training sessions with the Tegucigalpa firefighters in aircraft firefighting tactics and strategy, aircraft rescue fire fighting vehicle operations, hand line operations, and emergency rescue procedures," he added. "In addition to our assistance during emergency responses, we also provide fire fighting apparatus familiarization to the Comayagua Fire Department and we provide assistance with reservicing their breathing apparatus and fire extinguishers."

Stevenson said the task force fire department will continue to work closely with the firefighters outside the gates.

"We are proud of the working relationship we have with our Honduran counterparts and are satisfied that we can rely on one another when needed," he said.



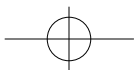
Photo by 1st Lt. Carla Pampe

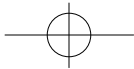
SrA. Brian Bartow digs up a hot spot to prevent the fire from spreading



Photo by 1st Lt. Carla Pampe

SrA. Juan Bernal cools off hot, dry spots that could flare up later.





# Military mourns cohorts lost on shuttle

By **Brian Lepley**  
Fort Richardson Public Affairs Office

FORT RICHARDSON, Alaska – Six Army astronauts are mourning their colleagues of the space shuttle Columbia that disintegrated over Texas Feb. 1.

The U.S. military always provides NASA the great majority of its astronauts. Army astronauts are: Lt. Col. Jeff Williams, Col. Patrick Forrester, Col. Nancy Currie, Lt. Col. Timothy Kopra, Lt. Col. Doug Wheelock and Lt. Col. Timothy Creamer. Retired Army Col. Bill McArthur is also an active astronaut.

Two civilians died last weekend but five service members had the positions of most responsibility on Columbia: Air Force Col. Rick Husband, the mission commander; Navy Cmdr. William McCool, the pilot; and mission specialists Navy Cmdr. Laurel Clark, Air Force Lt. Col. Mike Anderson, and Navy Capt. David Brown. The seventh victim, Israeli Air Force Col. Ilan Ramon, was a hero fighter pilot who bombed Iraq's

fledgling nuclear reactor June 7, 1981.

NASA turns to the military for its astronauts for many reasons. Mission commanders and shuttle pilots must be people of the highest possible ability, integrity, honor and achievement. Mission specialists, those primarily carrying out shuttle operations and experiments, also require these qualities.

It's no mystery why military officers with incredible flying talent, outstanding leadership skills, and scientific expertise are chosen for the astronaut program. The margin for error in space travel is razor thin. These men and women, officers with intensely specialized skills, serve their country for a relative pittance instead of chasing corporate riches. With every shuttle launch, they risk their lives to conduct complex experiments, yielding data that pushes science, health care, and telecommunications forward. The tasks they perform require at the greatest level of scientific expertise.

Getting the shuttle into space and back safely to earth is itself a hugely complex, risky maneuver. Heroic, un-

selfish reasons drew these officers to NASA: the chance to do remarkable, near-impossible tasks for the betterment of every person on earth.

NASA's active astronaut roster is down to 74 after last weekend. About two-thirds of those "best and the brightest" are military officers, including the six soldiers.

They all grieve, but despite their loss, NASA could ask every one of them if they wanted to get on the next shuttle for a mission tomorrow and they would have one answer: affirmative. That is the way of the soldier, the Marine, the airman, the sailor. Give me a mission; let me complete it successfully with my brothers and sisters in arms.

In the continuing post-disaster wake there will be accusations, fingers pointed, and a complete investigation into what went wrong six days ago.

This process, while painful and searing, is necessary

See **MOURN** page 3

## COMMANDER'S CORNER

### Mentorship, what is it to me?

By **Capt. Anthony G. Glaude**  
Director, J6

Mentorship, what is it to me?

The dictionary defines a mentor as being a wise and trusted teacher or counselor. The dictionary also states that the term mentor originates from Greek mythology.

As the story goes, before departing for the Trojan Wars, Homer's Odysseus asked a trusted friend, Mentor, to watch over his son, Telemachus. Mentor was actually the goddess Athena, who had assumed the form of a human. Mentor personally took over the responsibility of education and guiding Telemachus into adulthood. The mentorship of Telemachus lasted during the ten-year siege of Troy and throughout the next 10 years, the time it took to Odysseus to journey home.

In all of the military doctrine, mentorship is not talked about all that much; it is mentioned here and there in a few leadership manuals/books, but I could not find anywhere where the subject was talked about in detail.

Hence the title of this article "mentorship, what is it to me"?

This article contains my perceived notions and ideas during my 23 years of wearing the uniform as an enlisted Marine, an

Army Non-commissioned Officer, Army Chief Warrant Officer and a standard Army Commissioned Officer. I believe that it is every leader at every level in every military service obligation and duty to be a mentor to subordinates.

Mentors play an influential role in helping their subordinates or protégés to succeed, not in causing them to succeed.

It is very un-fortunate that too many times mentors and protégés are perceived as showing favoritism or brown-nosing.

When I talk to junior officers (2LT-CPT) on why they are leaving the service, more often than not, they say it's because of the lack of mentorship and or leadership in that particular service, not pay.

Throughout the relationship between the mentor and the protégé, the mentor coaches, provides advice and constructive criticism. The mentor works to maximize the protégé's strengths and minimize weaknesses.

Some of this is done through sharing experiences, but frank and honest discussions and observations are at the heart of the relationship.

It often appears to me that some leaders are too busy; planning this operation, executing

this mission, preparing this briefing, etc., etc.

Yes, all of the afore-mentioned tasks must be done, but remember when the time is taken to mentor someone (formal or informal), an in-valuable investment is being made in the very people that may have to execute that mission.

When I was a company commander, I cannot remember a time when my first sergeant or I did not take the time to try and mentor members of our unit. We often saw very positive dividends of our shared philosophy on mentorship when the company executed its mission.

Mentorship is a shared responsibility of both the mentor and the protégé. While potential mentors have the responsibility to scan for potential protégés, the potential protégé must do the same. Mentoring is a voluntary component of self-development.

It promises no reward of riches or guaranteed promotion for those who participate.

Whether the goal is individual self-development or overall unit effectiveness, mentoring can provide the glue that holds people together within an organization.

I leave you with this final thought, "The legacy that leaders leave is the future leader, not a list of mission accomplishments."

## SUBMISSIONS

The Iguana is always looking for submissions. Any articles, photos or letters to be submitted to The Iguana can be sent to the PAO at [charles.wagner@jtfb.southcom.mil](mailto:charles.wagner@jtfb.southcom.mil) or delivered to the Public Affairs Office, bldg. D-06 . If you have any questions regarding possible submissions call ext. 4150 or 4676.

## The IGUANA

### EDITORIAL STAFF

#### JTF-Bravo Commander

Col. Raymond A. Thomas III

#### Public Affairs Director

1st Lt. Carla Pampe

#### Superintendent

TSgt. Tom Mullican

#### Editor

Spc. George Kyriakeas

#### Photo Technician

Martin Chahin

#### E-mail:

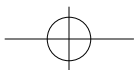
[PUBAFFAIRS@JTFB.SOUTHCOM.MIL](mailto:PUBAFFAIRS@JTFB.SOUTHCOM.MIL)

Website: <http://www.southcom.mil/home/jtfbravo>

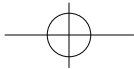
This funded, joint U.S. Air Force/Army newspaper is an authorized publication for members of the U.S. military overseas. Contents of The Iguana do not necessarily reflect the official view of, and are not endorsed by, the U.S. government, Department of Defense or the departments of the Air Force or Army.

Content is edited, prepared and provided by the Joint Task Force-Bravo Public Affairs Office, APO AA 34042, in Building D-06. Telephone numbers are 011-504-234-4634, ext. 4150 or 4676. Fax is ext. 4550. or DSN 449-4150/4676. Readers with story ideas should call the Public Affairs office. All photographs are property of JTF-Bravo unless otherwise noted.

PRINTED BY PUBLYN SA







February 21, 2003

NEWS

THE IGUANA 3

C2 gets new commander, JTF-Bravo gets new unit

By Spc. George Kyriakeas  
JTF-Bravo Public Affairs Office

Change has been the order of the day recently for the command and control helicopter detachment (C2) located at Fort Buchanan, Puerto Rico.

Capt. Christopher Cisneros took command of the C2 from Chief Warrant Officer Kenneth Bernstein in a Jan. 16 change of command ceremony in Puerto Rico.

Not content with just changing commanders, C2 will change homes as well.

The detachment, currently consisting of 16 personnel and two UH-60A Blackhawks, is relocating to Soto Cano from Puerto Rico, said Cisneros.

C2 will come here as a separate entity and increase the 1st Battalion, 228th Aviation Regiment by one company.

The aircraft will arrive here March 1.

The C2's mission is to provide command and control airlift and airborne

communications capability for commander, U.S. Army South and Commander, U.S. Southern command as required.

The C2's aircraft are modified with a command and control console which allows the commander, located with the console in the cabin section of the aircraft, to obtain real-time information from his subordinate commanders flying the mission, said Cisneros.

The modified Blackhawks allow the commander to control an entire operation from the air.

"The C2 aircraft is a force multiplier as the commander has not only verbal communication with his mission operators but also a visual image of the terrain and aircraft movement as the operation unfolds," explained Cisneros.

"He (the commander) has more information with which to make decisions and amend/change the mission as required. That is the true intent of C2."



Photo courtesy of c2

Capt. Christopher Cisneros (left) took command of the command and control helicopter detachment from Chief Warrant Officer Kenneth Bernstein.

Mourn

From page 2

and just, a shining example of the liberties and freedoms the U.S. enjoys and represents to the world.

But while that process may be untidy, loud and hurtful to many, it will bring even more information that will contribute to the safety of space shuttle missions. It will ensure that the next time a space shuttle flies, maybe Williams, or Forrester, or McArthur will have a greater chance of returning to earth.

(Editor's note: Brian Lepley is the command information officer for U.S. Army Alaska. He can be contacted at [brian.lepley@richardson.army.mil](mailto:brian.lepley@richardson.army.mil))

Hangin' out



Photo by 1st Lt. Carla Pampe

Capt. Fred Stein had an unusual visitor to the legal office recently when this fruit bat spent a few days under the office eaves.



Photo by Spc. George Kyriakeas

Sgt. Randy Policar, ARFOR, looks for some grid coordinates during a mortuary affairs class field training exercise.



Photo by Spc. George Kyriakeas

Mortuary Affairs

Instructors bring their knowledge on the road

By Spc. George Kyriakeas  
JTF-Bravo Public Affairs Office

A mobile training team spent a week at Joint Task Force-Bravo to teach a Mortuary Affairs course.

The course taught by the mobile training team is a shorter version of the Military Occupation Specialty course taught at the Quartermaster Training Center in Fort Lee, Va, said Sgt. 1st Class Dennis Hayes, an instructor with the school. "It's no different, we teach them the same things they would learn in Advanced individual training, it's just scaled-down based on the amount of time we have."

Soldiers who took part in the course learned how to search for and recover deceased personnel and the process involved in identifying and inventorying personal items.

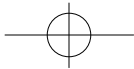
Military personnel can definitely benefit from having learned such knowledge, said Sgt. Shane Wood, one of the soldiers who took part in the course.

"The class isn't for everybody, if you've got a weak stomach you might not survive it," said Wood, adding, "However, at one time or another we can be exposed to this stuff and this will be a great jumpstart in knowing how to handle these situations."

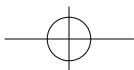
Wood said that he learned while taking the course there is more to death than dying. "I found a lot of respect for people who deal with this every day."

Hayes agrees but put it a little differently while telling a joke to the class. "Morticians are your best friends," he said, "We're the last ones to let you down."

(From left) ARFOR soldiers Sgt. Randy Policar, 1st Sgt. Ramon Bual, Sgt. Nancy Guzman and Sgt. Shane Wood decide the location of their "casualty" during a field training exercise. The Mortuary Affairs course is taught at the Quartermaster Center School every six weeks and the mobile team teaches four to five classes a year, said Sgt. Dennis Hayes, an instructor with the school.



Soldiers who took part in the training can tell you there's nothing quite like a 13-ton helicopter coming right at you.



# ARFOR, 1-22

Story by Spc. Chuck Wagner  
Photos by Spc. George Kyriakeas  
JTF-Bravo Public Affairs Office

Some ARFOR soldiers pushed away 1 desks Feb. 12 for a little hands-on training. What they got was the chance to touch ing belly of a 27,000-pound Chinook helico ering inches above them.

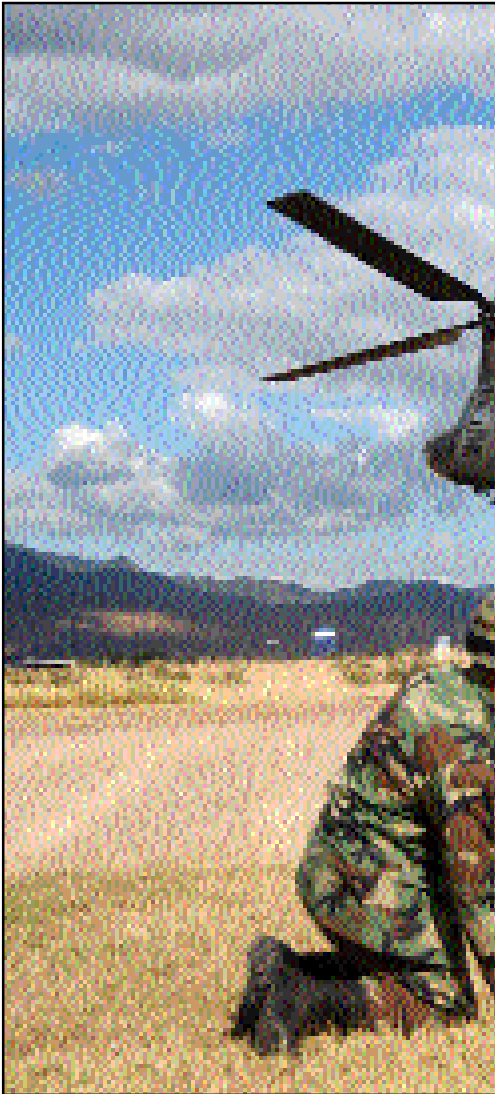
"It made me nervous, but it was thrill Spc. Delicia Lewis, an S-1 administrative yelling overtop the CH-47's roaring er whipping blades.

Soldiers rotated among stations, either naling the Chinook pilots, using a static rod cable hooks on the Chinook undercarria most difficult task - hanging a sling's cl hooks.

Over 20 soldiers volunteered for the firs training and helped set up in fields west of t. They attached slings to a Humvee, a wat and a reverse osmosis water purification u looked like a large tool shed draped with a

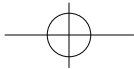
The excitement started when the helicc 1st Battalion, 228th Aviation Regiment s the horizon.

"It's a rush and it's pretty scary," said s Ernest Ward.



Having completed the hookup, ARFOF





# Heavy Lifting

## Soldiers 'Hook up' for some training

—  
ir  
y-  
v-  
id  
it,  
id  
g-  
id  
re  
re  
of  
t.  
lo  
ch  
m  
er



1st Sgt. Ramon Bual, headquarters and support company first sergeant, demonstrates hand signals used to guide the Chinook pilots.

At one point, the six-foot-tall Ward dropped flat on the water purifier as the Chinook dipped menacingly low.

"I'm thinking it's going to crush me, but then I remember my training and stayed focused," said Ward. "I made some mistakes, but that's why we are out here, to learn."

Concentration, he said, is critical.

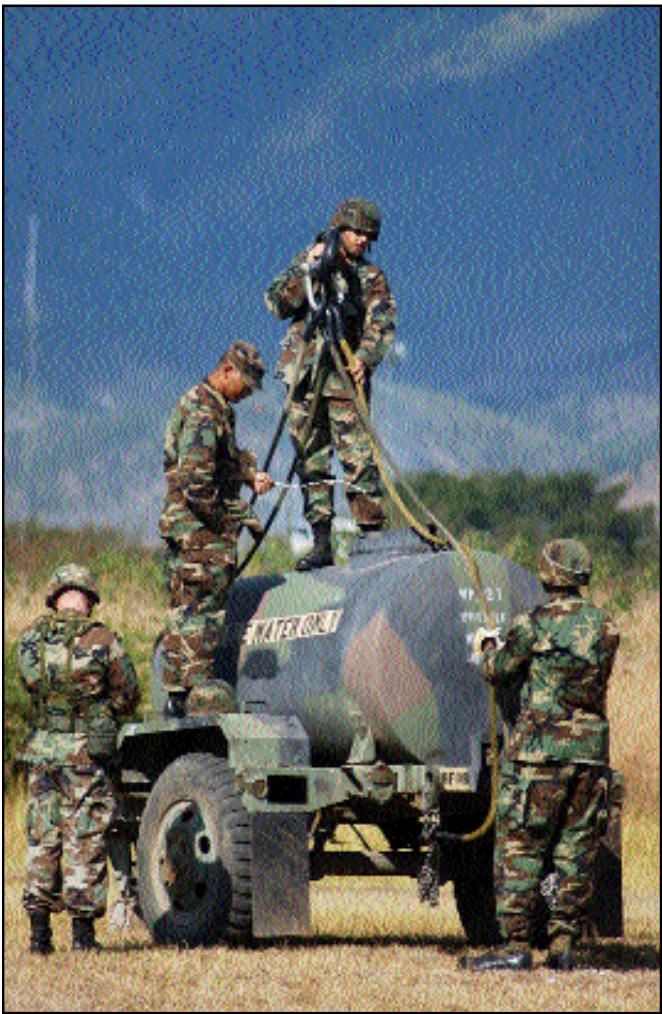
Beneath the belly of the beast, the dual rotors are deafening and the rotor wash powerful enough to knock a man over. The propellers sweep dried grass bits in circles around the slingloaders.

The helicopter sways and dips as the pilot tries to maneuver safely above the slingloaders, but close enough so they can touch. In most cases, it took several tries to connect sling with hook.

More round-robin training took place that evening, adding darkness to the difficulties.

"They are learning skills they can use not only here on Soto Cano, but if they are deployed forward, somewhere like Afghanistan," said Staff Sgt. Norval Taliaferro, NCOIC for the ammo section. Taliaferro is a certified slingload instructor, and supervised the training he called "very successful and very useful."

"I liked having the chance to get my hands dirty, and I like feeling like a soldier again," said Lewis. "I'm ready to do it again."



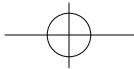
ARFOR soldiers prepare a water buffalo for the slingload training.

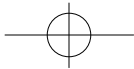


Soldiers move to a safe distance and watch the results of their efforts.



A Chinook crewmember leans out for a peek and two ARFOR soldiers crouch low as they prepare to hook a reverse osmosis water purification unit to the helicopter.





Bad to the B-ONE

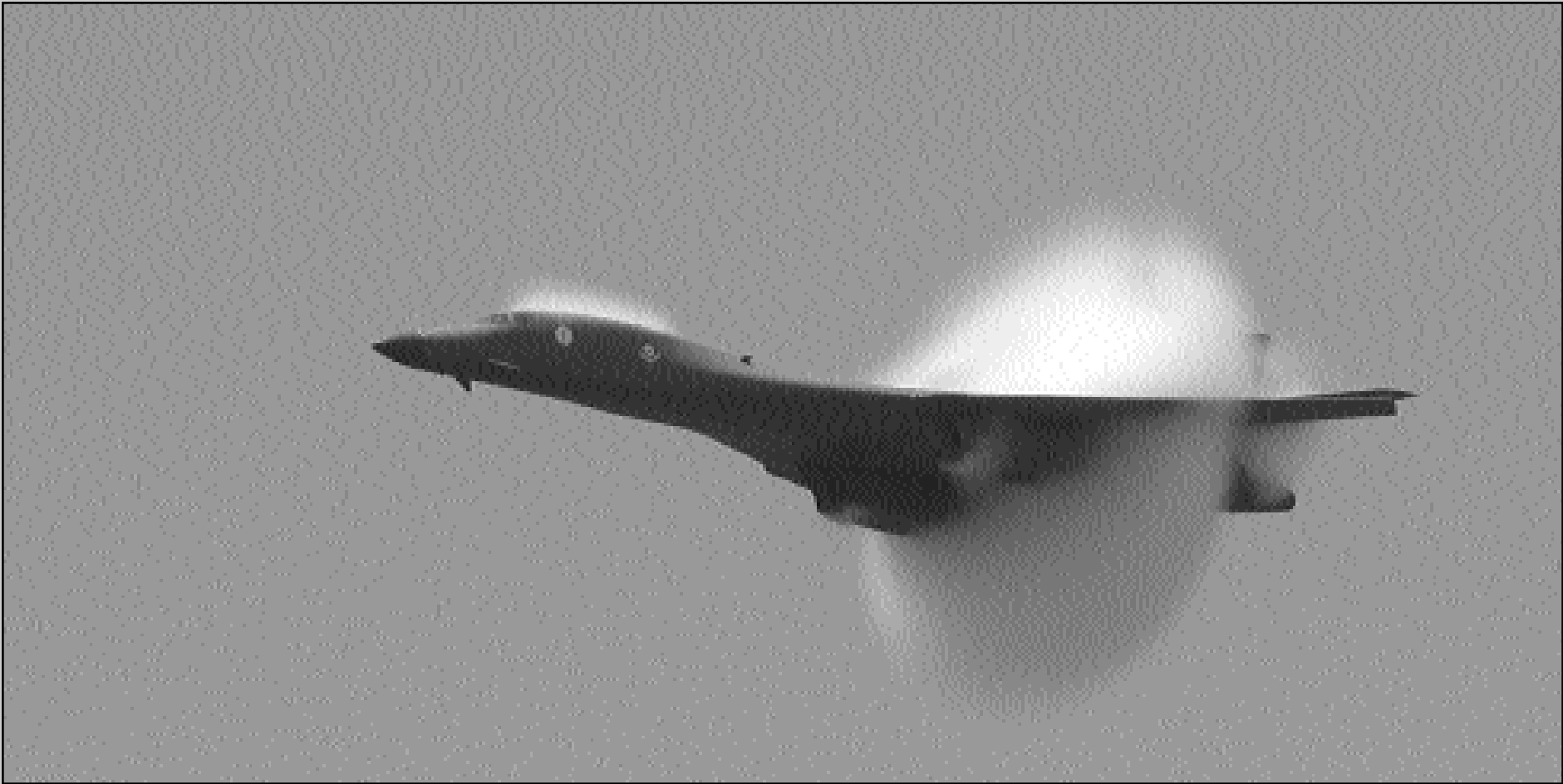


Photo by Gregg Stansbery

PENSACOLA BEACH, Fla. – An Air Force B-1B Lancer makes a high-speed pass at the Pensacola Beach airshow held here recently. The pressure produced by the aircraft's speed caused the water vapor around it to condense into a cloud.

Nadeau drives 'Army of One' car toward Daytona 500

By Tim Hipps  
Army News Service

DAYTONA BEACH, Fla.— Jerry Nadeau faces a tough mission in the second of Thursday's 125-mile qualifying races to determine the field for Sunday's 45th running of the Daytona 500.

Nadeau posted the 34th-fastest speed in the No. 1 U.S. Army of One Pontiac Grand Prix during pole qualifying Monday at Daytona International Speedway. He was clocked in 49.205 seconds around the 2.5-mile trioval, an average speed of 182.908 mph.

Jeff Green won the pole position with a fast lap of 48.230 seconds (186.606 mph) in the No. 30 America Online Chevrolet. Dale Earnhardt Jr. earned the outside starting spot on the front row with a 48.528-second lap (185.460 mph) in the No. 8 Budweiser Chevy Monte Carlo.

"We weren't as quick as we were in practice," said Nadeau, who had the 14th fastest speed in Saturday's second practice session.

"The car just never came up to speed. It's just one of those deals. I am not sure why – whether it's the (restrictor) plate or something else. But we're not worried about it right now. We're just going to get the car ready for the race."

Crew chief Ryan Pemberton agreed that the black and gold Army of One car wasn't quite up to speed Monday.

"We should have been three-tenths quicker," he said. "I am very disappointed with that lap. I am not disappointed with the race team, not disappointed in the program, just disappointed with that lap. We have to get

ready for race trim. We'll have a good race car, I don't doubt that.

On Tuesday, Nadeau posted the second-fastest speed (188.336 mph) during a one-hour practice session at the Birthplace of Speed. It was the first session under race trim conditions for the NASCAR Winston Cup teams as they prepare for the 125-mile qualifying races and Sunday's Daytona 500.

"This is a good start and we have a good baseline to build on," Nadeau said. "We're going to keep plugging away and get this U.S. Army Pontiac in top shape for Thursday's qualifying race."

Added Pemberton: "It didn't look bad today, but at times it's kind of hard to get a clear picture because you're picking up packs every other lap. I feel better about our race car today than yesterday after qualifying. What we pulled off in qualifying, there's only one way to go and that's toward the front. It looks like we're heading in that direction."

The Twin 125-Mile Qualifiers will determine positions 3 through 30 for The Great American Race. The highest finisher of the first Gatorade 125, once the Bud Pole winner is removed from the equation, will start third in the Daytona 500, the next-highest finisher sixth and so on through 30th position. In the event of cancellation, the top-30 positions will be set according to the NASCAR Winston Cup Series Rule Book.

Starting positions 31 through 36 are determined by qualifying speeds set in the original timed qualifying (fastest of Monday's two laps). The 30 cars in the field will be removed from the equation, and the remaining cars with the fastest official qualifying speeds will fill these positions.

Starting spots 37 through 43 are provisional positions assigned starting with the car owner ranked highest in the 2002 NASCAR Winston Cup Series car owner point standings who did not qualify for positions 1 through 36 and assigned in descending order until all provisional spots are filled. Position 43 is reserved for a past Winston Cup champion if necessary.

Nadeau competed in 28 races last year and finished 37th in the point standings.

His best finish was eighth in the April race at Bristol, Tenn.

In five career starts in the Daytona 500, Nadeau's best finish was 11th place in 1999. He was 21st in 1998, 35th in 2000, 32nd in 2001, and 28th in 2002.

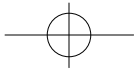
Nadeau, 32, of Danbury, Conn., said he is proud to drive for the world's No. 1 fighting machine.

"It's an honor to drive the U.S. Army car in the Winston Cup Series," he said Monday before climbing into the car for his qualifying laps. "I'm pretty excited. Ever since going to Afghanistan and Kuwait (to visit troops), it's been a trip. It's been a learning experience. My dad served in the Army, too, so I got to learn a lot."

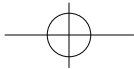
With America on the verge of going to war, Nadeau feels extremely emotional every time he takes the track in the Army of One ride.

"It's emotional for sure," Nadeau concluded. "When I went over there I got to meet a lot of the troops and it was more of an honor to meet them. Our hearts and prayers are going to be with them. I know we're going to win this thing, and once we do our biggest thing is just to get everybody back home safe."

**(Editors note: Nadeau, running as high up as fifth at times, finished 28th in the Daytona 500)**







February 21, 2003

SERVICE NEWS

THE IGUANA 7

Threat of war increases NBC training in Kuwait

By Spc. Jacob Boyer  
3rd ID Public Affairs Team

CAMP DOHA, Kuwait – With the possibility of war looming, the soldiers of the 3rd Infantry Division (Mech.), are honing their nuclear, biological and chemical warfare training.

“All NBC training is important because it's a situation we could face at any given time,”said Sgt. 1st Class Bryant Reid, division tactical operations center noncommissioned officer in charge. “It's like an insurance policy to save lives.”

The NBC staff at the division tactical operations center, or DTAC, trained soldiers on a variety of tasks, from donning protective masks to skin decontamination, said Reid, a Chicago native, who is responsible for setting up training for the DTAC's soldiers.

“We try to cover all the bases so the soldiers can cover themselves and their buddies at the same time,” he said.

Recently, the DTAC staff trained soldiers on how to operate a patient decontamination area.

Soldiers took "patients" through the different stations they would go through to be decontaminated before being treated on a chemical battlefield.

"It was just as good as all of the training we've received out here," said Staff Sgt. Mike Rodgers, HHC, 123rd Signal Battalion, information systems operator.

"They simulated to perfection what to expect, and what to do," Rodgers said.

In addition to learning how to react to hazards, it is also important for the soldiers to be prepared with the proper equipment, Reid said. Soldiers participated in mission- oriented protective posture gear exchanges, pressure tests on their protective masks and cleaning their masks.

"We've been getting feedback from the soldiers that come to the classes, and they say they do get something out of the training," Reid said. Most soldiers are aware of the importance of the training they receive.

"Being here makes a big difference," said Rodgers, a San Diego native. "The writing's on the wall, and people are taking this stuff very seriously. Nothing's impossible here."

"I hope it saves some of our lives," said Pfc. Richard Brandon Littlefield, a command and control vehicle driver with HHC, 3rd Inf. Div. from Headland, Ala. "I've been trained, but I wouldn't want to test my training at all."



Photo courtesy of 3rd ID

Staff Sgt. Tracey Rosser of the 3rd ID decontaminates the skin of his mock patient, Pfc. Kristi Holmes.

Space chief outlines plans

By Master Sgt. Scott Elliott  
Air Force Print News

CHANTILLY, Va. – Things are going well for the national security space program, but America needs a roadmap to ensure future success, the Defense Department's executive agent for space said Feb. 12.

Peter B. Teets, undersecretary of the Air Force and director of the National Reconnaissance Office, discussed the country's top national security space priorities at a media roundtable conference at the NRO headquarters here.

"Any discussion of priorities needs to start with the notion of ensuring mission success in space operations," he said. "Our space assets are now probably more important to warfighters, more important to our ability to win the global war on terrorism than they ever have been."

According to Teets, there have already been two successful national security space launches in 2003, with 12 more scheduled. There was only one last year.

The United States currently uses the Atlas V and Delta IV evolved expendable launch vehicles to boost spacecraft into orbit.

"It's important to have two EELVs ... as independent as possible so, in the event one of them suffers a launch failure ... (it) won't bring the ... program to a halt while we get to the root cause, make the fix and get back into space again," he said.

While the current vehicles are the

best the nation has ever had, Teets said he is looking for better things to come.

"If we're going to have operational, responsive, assured access to space, we need to (reduce launch preparation) time from weeks and months down to hours and days," he said.

Other goals on the agenda include developing a cadre of space professionals, integrating space capabilities for warfighting and intelligence, getting space acquisition programs back on track and refocusing on science and technology programs.

"Breakthrough technologies are going to allow us to collect our adversaries' secrets without their knowing they're being collected," Teets said. "If we're going to win this global war on terrorism, we're going to have to get ourselves in position where we can collect information about (terrorist groups). We need to find out where they are, what they're thinking (and) what they're plotting."

Equally important, he said, is enhancing the nation's space control capability.

"Our space systems give us a very significant capability advantage," Teets said. "There's no doubt in my mind that our adversaries have taken note of that, so it's going to be important for us to put meaningful resources against, first of all, space situation awareness."

"The fact is that we're going to want to, if necessary, deny an adversary their use of space," he said. "Offensive space capability is something I think we need to start to work on."

Soldiers stabilize for students

By Jim Caldwell

FORT MONROE, Va. – Almost 2,200 military families have joined the stabilization program for soldiers with high school senior students.

Officially called "Stabilization for Soldiers – High School Seniors," the program began in April 2001. It allows those soldiers to extend their tour of duty at their current duty station for an additional year so a family member can graduate from their school.

As of Feb. 6, 2003, the Army's Personnel Command had approved stabilization requests for 1,826 enlisted soldiers, disapproved four and had 20 requests pending.

On the officer side, 353 were approved, six disapproved and two requests were pending. For enlisted soldiers that's a 99.8 percent approval rate and 98.3 percent for officers.

"In my book, that is a success," said Col. Julie Manta, Training and Doctrine Command adjutant general. "This is a super initiative by the Army leadership to stabilize families. That's a key component of Army Well Being, to provide some stability and predictability for family members."

Soldiers who have children in high school must request stabilization from PERSCOM before their children begin their high school junior year.

The request is made on a DA Form 4187. A soldier must list known scheduled temporary duty for a training course and other purposes.

"Officers need to contact their branch assignment officers if they are scheduled for training at the end of their current tours," Manta said. "That will tell the

branch that the training requirement may have to be deferred."

Soldiers overseas must indicate they will extend their tours there if the request is approved.

A letter from the high school, stating when the student is expected to graduate from the school, must be attached to the DA Form 4187.

The program is spelled out in Military Personnel Message Number 01-135. It is on the PERSCOM web site at <http://www.perscom.army.mil>. Select the AG page and the list of MILPER messages can be found there.

"When soldiers requests are approved, that does not preclude them from being deployed or being alerted for deployment," Manta said. "But at least families members do not have to suffer the additional disruption of having to move while the soldier mothers or fathers are deployed."

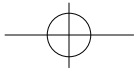
She said PERSCOM does not track approval rates by major command.

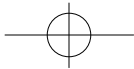
"That's because assignments are made as individual replacements."

PERSCOM has said that 48 percent of enlisted soldiers who have received approval are sergeants first class.

"That sounds right," Manta said. "Many soldiers in that rank are old enough to have children in high school. I suspect that on the officer side, mostly field grade officers request stabilization for a family member of high school age."

The stabilization program was one of the 10 top recommendations from a July 2000 Army Education Summit. Gen. Eric K. Shinseki, Army chief of staff, approved it in time for it to take effect the following April. Courtesy of Army News Service





# 1-228 hosts Presidents Day 10K run



Photo by Spc. George Kyriakeas

The sun rises to greet the runners as they turn to begin the long straightaway on the far side of the airstrip. Between 80 and 100 runners competed in the race.



Photo by Spc. Chuck Wagner

6.6 miles and approximately 38 minutes later, two entrants in the race have the finish line in their sights.



Photo by Spc. George Kyriakeas

Michael Phillips, ARFOR XO, gets his time after completing the race.

